

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland  
SUBJECT Railroad Line: Pyskowice  
(Peiskretscham) to Lubliniec

DATE DISTR. 20 June 1955

NO. OF PAGES 1

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO.

25X1

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1.. Lubliniec, and was completed in the summer of 1953. The single-track standard-gauge line originates at the Peiskretscham railroad station and parallels the main railroad line as far as Oppeln and the Hartlingen railroad station. At the edge of the woods west of Hartlingen, the new line turns to the southwest and crosses the double-track Beuthen - Oppeln main railroad line and the Peiskretscham - Tost highway. Between Schreibersort and Tost, the line crosses the north-south. North of Tost, there was a railroad station called "Kessle" equipped with a passing siding. The railroad station, the line crossed the Tost-Burgfels highway on an overpass and then continued along the western edge of Kirschen where the line crossed the highway by a level crossing. From this point, the line extended to the western edge of Kellhausen (Kieleczka) and then continued to a railroad station located south of Ottwald. This railroad station was called Sandhuben.

2. From Sandhuben, the line extended to the north, crossed the Malapane River and then ran to Lubliniec. All overpasses of the line were built wide enough for two tracks. The new line establishes a link between Beuthen - Breslau and the double-track Tarnowitz - Oels railroad lines. It was believed that the new line was also connected to the existing main line at Peiskretscham. At Sandhuben, the line is connected to the single-track Tarnowitz - Vossvalde railroad line. Three pairs of trains were observed operating on the Peiskretscham - Lubliniec railroad line.

Comment. The present report confirms the construction of a new railroad line the completion of which had been vaguely indicated in press reports. The new railroad line improves the existing railroad system in the Upper Silesia industrial area, particularly in the direction of Czesochowa - Lodz.

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1. A new railroad line was built between Peiskretscham (Pyskowiec) and Lubliniec, and was completed in the summer of 1953. The single-track standard-gauge line originates at the Peiskretscham railroad station and parallels the main railroad line as far as Oppeln and the Hartlingen railroad station. At the edge of the woods west of Hartlingen, the new line turns to the southwest and crosses the double-track Beuthen - Oppeln main railroad line and the Peiskretscham - Toss highway. Between Schreibersort and West, the line runs to the north. North-northeast of West, there was a railroad station, called Sandhuben, equipped with a passing siding. Near this railroad station, the railroad line crossed the West-Burgfeld highway on an overpass and then continued along the western edge of Kirschen where the line crossed the highway by a level crossing. From this point, the line extended to the western edge of Kellhausen (Kieleczka) and then continued to a railroad station located south of Ottwald. This railroad station was called Sandhuben.
2. From Sandhuben, the line extended to the north, crossed the Malapanie River and then ran to Lubliniec through a woods. All overpasses of the line were built wide enough for two tracks. The new line establishes a link between the double-track Beuthen - Breslau and the double-track Tarnowitz - Oels railroad lines. It was believed that the new line was also connected to the existing main line at Peiskretscham. At Sandhuben, the line is connected to the single-track Tarnowitz - Vossvalde railroad line. Three pairs of trains were observed operating on the Peiskretscham - Lubliniec railroad line.

Comment: The present report confirms the construction of a new railroad line the completion of which had been vaguely indicated in press reports. The new railroad line improves the existing railroad system in the Upper Silesia industrial area, particularly in the direction of Gdansk.

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